six years, a non-lapsable, "Special Railway Safety Fund" (SRSF) of Rs. 17,000 crore has been set up in October, 2001. 16,538 kms of track renewal and 2700 number of Bridge Works have been identified to be taken up under the SRSF.

Doubling of Solapur-Pakni line

438. DR. AKHILESH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether while inaugurating the double-lining extension project on January 5, 2002 the Minister also announced further extension of the Solapur-Pakni double-lining to Mohol;

(b) if so, what priority is proposed to be accorded to this further extension; what is the estimated cost thereof; and whether this extension has been included in the plan for implementation during 2003-2004; and

(c) whether this double-lining is being undertaken as a part of double-lining of the Bhigwan section; if so, the details of over-all double-lining project from Solapur to Bhigwan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) Yes, Sir.

(b) The cost of doubling from Paknf to Mohol has been assessed as about Rs.40 crore.The budget for 2003-2004 is under finalisation and the position will be known when the budget is presented in the Parliament.

(c)The patch doubling of Solapur-Pakni on Solapur-Bhigwan section is in progress.

Meeting of GMs on accidents

439. SHRI RAMA MUNI REDDY SIRIGIREDDY:
SHRI K. RAMA MOHANA RAO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in the second week of January, 2003, a meeting of the Railway General Managers was held to look into the aspects of increasing incidents of human failure that caused accidents;

(b) if so, the outcome of the meeting;

(c) whether any concrete mechanism has been evolved to reduce the alarmingly increasing railway accidents due to human failure; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Yes, Sir, a special meeting of General Managers of Zonal Railways on safety was held on 08.01.03. Detailed issues pertaining to safety were deliberated upon and the following major decisions were taken:—

(i) Enhanced financial powers to the General Managers for faster implementation of safety works.

(ii) Intensive supervision and control by the General Managers and the Divisional Railway Managers.

(iii) More effective and intensive inspections.

(iv) Decision to make safety organization broad based as recommended by the Railway Safety Review Committee.

(v) Empowering Safety Officers to recommend punishments on the lines of the vigilance advice.

(c) and (d) Important steps undertaken to prevent accidents due to human failure are as under:—

(i) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable acceJerometers are being usecrprogressively.

(ii) Fouling Mark to Fouling Mark track circuiting on entire 'A[1]', 'B', 'C, 'D' and 'D Spl.' routes where speed is more than 75 kmph. have been completed. On the remaining sections the work is being progressed as per the availability of resources.

(iii) Auxiliary Warning System h'as been functional on Mumbai suburban sections of Mumbai.

(iv) Last vehicle check by Axle Counter have been introduced on over 190 block sections and is being progressively added.

(v) Trial of prototype ACD equipment has been finished *on* Northern Railway.

(vi) Digital MobileTrain Radio Communication has been sanctioned on some important sections for providing duplex radio communication between driver/guard and control.

(vii) Drivers and Guards are also being progressively provided with LED based electronic flashing lamps and hand signal lamps which have better visibility than the conventional kerosene lit hand signal lamps.

(viii) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers. Other modern training aids are being provided at training centres.

(ix) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training courses also.

(x) Periodical Safety Audit of Different Divisions by inter-disciplinary teams from Zonal Headquarters has been introduced.

(xi) Drivers are given Breathalyzer tests to check for alcohol consumption while signing on. Surprise checks are also done to identify defaulters.

(xii) Emphasis is given on surprise inspections and ambush checks. Night inspections are conducted regularly to eradicate adoption of short cut methods and those who are found to be slack are takerrup.

Accidents avoided by awareness of Railways

440. SHRI D.RYADAV:
PROF. M. SANKARALINGAM:
SHRI MOTILALVORA:
SHRI H.K. JAVARE GOWDA:
SHRI J. CHITHARANJAN:
SHRI V.V. RAGHAVAN:
SHRI SURESH PACHOURI:

Will the Minister of RAILWAYS be pleased to state:

(a) details of the Railway accidents during last two years alongwith those avoided due to awareness of railway personnels and other people;